

Remarks

The claims have been rejected as being anticipated by or unpatentable over Labrecque taken alone or with Robinson (2002/0124643) and/or Girvin et al. Withdrawal of the rejections is respectfully requested for at least the following reasons.

Independent claims 1 and 20 have been amended further to specify that the at least one probe associated with the chamber senses a condition of a level of liquid in the chamber through interaction with the liquid in the chamber. In contrast, Labrecque discloses an oil level indicator for a strut wherein the indicator interacts with the piston to provide a visual indication of a low oil level condition. Accordingly, independent claims 1 and 20, and the claims which depend therefrom, are novel in respect of Labrecque.

Robinson (2002/0124643) discloses a liquid level sensor for a liquid tank. Robinson (2002/0124643), however, has nothing to do with a shock absorber and much less an aircraft shock strut. A shock absorber and more particularly an aircraft shock strut are dynamic devices including relatively moving parts which interact with a gas and liquid contained in a dynamically changing and sealed chamber to perform a shock absorbing or dampening function. In contrast, Robinson (2002/0124643) is used to indicate the level of a liquid in a tank that does not dynamically change in configuration during use, and there is lacking any suggestion or hint of using the devices or features of Robinson (2002/0124643) in a shock absorber and much less in an aircraft shock strut.

The above-noted distinction is more than an insignificant difference. Only Labrecque discloses an oil level indicator for use in a landing gear strut. The indicator of Labrecque does not sense the oil level through interaction with the oil level. Rather, the device is operated by over-displacement of the piston. This, however, can lead to inaccurate readings in that the position of the piston is not only a function of the liquid level but also the pressure of gas in the strut. Thus, the device of Labrecque is not a very reliable way to check the oil level and no better than the prior art techniques discussed in the background portion of the present application. Moreover, the device of Labrecque requires visual on-ground inspection to determine the liquid level, whereas applicant's device does not require visual on-ground inspection and enables even in-flight inspection. The problems associated with Labrecque, or the other prior art techniques noted by applicant, are not addressed even remotely by Robinson

(2002/0124643) which has nothing to do with devices containing a sealed and dynamically changing chamber containing a working gas and liquid.


Girvin et al., which only was cited for a teaching of a fitting assembly, does not overcome the deficiencies of Labrecque and Robinson (2002/0124643) as teaching references vis-a-vis the subject matter of the claims.

The dependent claims are patentable at least for the same reasons as the claims from which they depend.

In view of the foregoing, request is made for timely issuance of a notice of allowance.

Respectfully submitted,

RENNER, OTTO, BOISSELLE & SKLAR, LLP

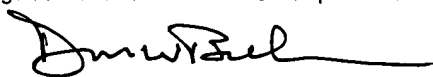
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